

MINNEAPOLIS-ST. PAUL AIRPORT EXPANSION

PREDICTED FLIGHT PATHS OF THE NEW RUNWAY



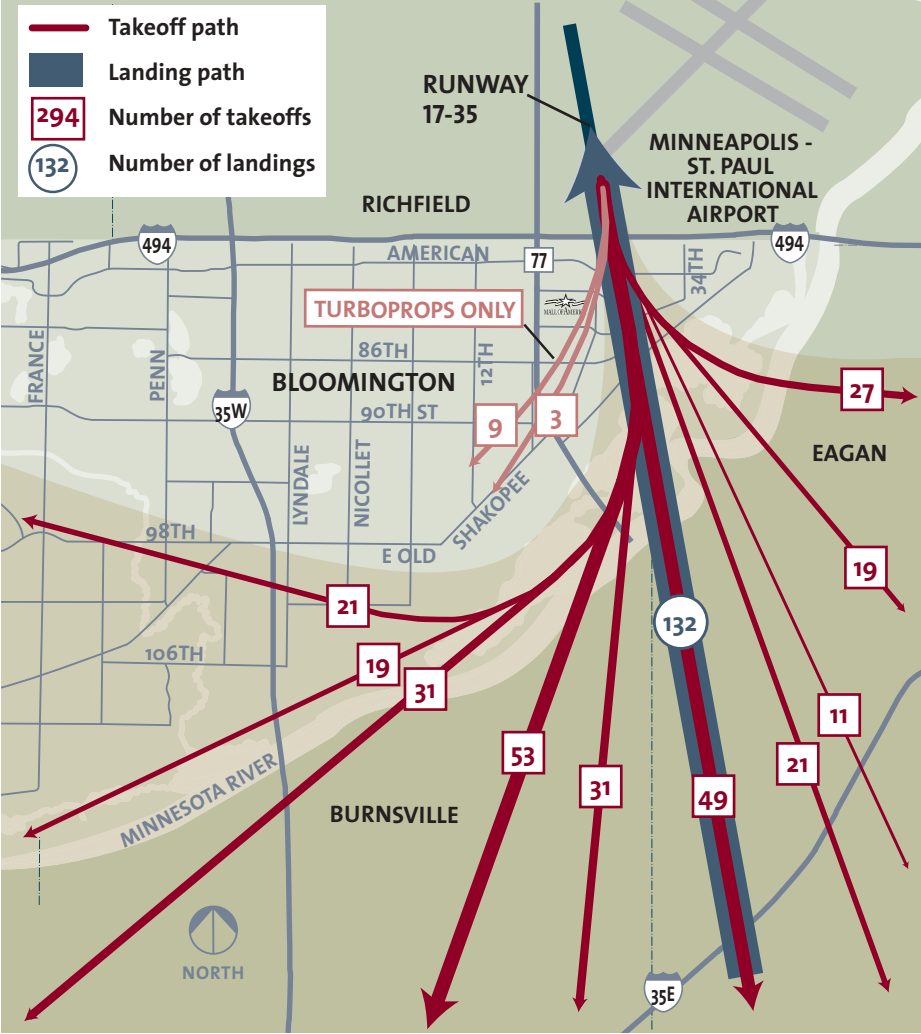
A NEW NORTH/SOUTH RUNWAY AT THE Minneapolis-St. Paul International Airport is near completion. Runway 17-35 will increase the airport's operational capacity by approximately 25 percent, helping to reduce congestion and delays. Part of a \$3.1 billion expansion plan developed by the Metropolitan Airports Commission (MAC), the runway is scheduled to open in October.

When the runway is being used, increased aircraft noise will impact Bloomington residents who currently experience little or no aircraft noise. MAC held six information meetings in June to answer residents' questions regarding the new runway's operations.

The meetings included a discussion of the predicted flight paths for takeoffs of the new runway. Because of the configuration and location of the runway, all aircraft will take off toward and land from the south. The runway will handle approximately 37 percent of departures and 17 percent of arrivals at the airport. MAC will hold additional information meetings on Monday, November 14, and Tuesday, November 22, 6:30 p.m. at Bloomington Civic Plaza, 1800 W. Old Shakopee Road.

For more information, call MAC's Noise Complaint and Information Line at 612-726-9411 or visit www.macnoise.com.

RUNWAY 17-35 DAILY TAKEOFFS AND LANDINGS BASED ON 2007 ANNUAL AVERAGE DAY



As the map shows, an average of 294 takeoffs and 132 landings are expected to use Runway 17 -35 on an average day. Air traffic will vary based on weather conditions, decisions by air traffic controllers and pilots, and the number of flights scheduled at the airport. A turboprop is a small commuter aircraft powered by propeller engines.

PARTNERSHIP WORKS TO REVIVE I-35W

FOCUS IS TO RESTORE VITALITY OF A MAJOR ARTERY

ANY DOCTOR WILL TELL YOU ARTERIAL health is vital to your overall well-being – neglect it and serious health issues will arise. Like an aging artery, there's no question that I-35W – with its many blockages – can no longer keep up with the demands of traffic flow. From Minneapolis to Lakeville, I-35W carries more than 265,500 vehicles each day. It also has the highest percentage of trips into Minneapolis of any roadway. As population increases, so does traffic.

The I-35W Solutions Alliance is a partnership between Dakota, Hennepin and Scott counties and the cities of Bloomington, Burnsville, Lakeville, Minneapolis, Richfield and Savage. The key interest of the Solutions Alliance is to maintain and improve the vitality of this primary artery. Improvement projects identified by the I-35W Alliance include:

- I-35W and Highway 62 interchange.
- I-35W north of 46th Street.
- I-35W and I-494 interchange.
- Highway 13 between I-35W and Highway 169.
- Development and implementation of Bus Rapid Transit along I-35W and Cedar Avenue.

Ask your elected officials to support the I-35W priority projects identified by the Alliance. For more information, visit www.revive35.org.

IT'S A FACT

Crashes are the primary delay on I-35W in the south metro. Since 2002, there have been 432 crashes where I-35W and I-494 meet – the highest rate of any interchange on the entire I-494/I-694 beltway.

LIGHT RAIL TRANSIT UPDATE

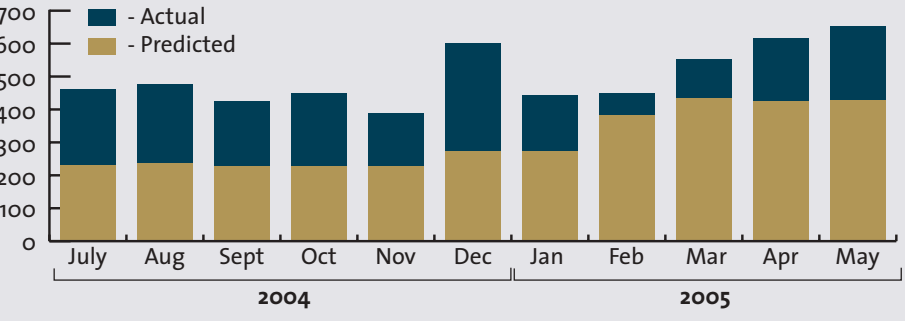
MORE AND MORE PEOPLE TAKING THE TRAIN

LIGHT RAIL TRANSIT RIDERSHIP continues to increase. In May, 651,000 passengers rode the train – almost

50 percent higher than predicted when the project was originally proposed. See graph.

Park and Ride lots along the light rail line are also heavily used. Who's using them? The results of a March Metro Transit license survey of the 28th Avenue Station Park and Ride showed that approximately 55 percent of users are Dakota County residents, 35 percent are Bloomington residents and 10 percent are from other areas of Hennepin County. For more information, visit the City's Web site at www.ci.bloomington.mn.us, keyword: LRT or the MetroTransit Web site at www.metrotransit.org.

MONTHLY LRT RIDERSHIP IN THOUSANDS



IMPROVING WATER QUALITY IN BLOOMINGTON

STORMWATER PONDS FILTER POLLUTANTS FROM STREET RUNOFF

AT THE SOUTHEAST CORNER OF Normandale Boulevard and 84th Street, the Minnesota Department of Transportation (MnDOT) is constructing a pond designed to treat stormwater runoff from the I-494 corridor before it flows into Nine Mile Creek. Located on a parcel purchased by MnDOT and the City of Bloomington, the pond will meet federal, state and local stormwater regulations associated with the I-494

road improvement project. The pond is scheduled for completion this year. A separate landscaping project will begin in 2006.

Ponds are a common method for treating and controlling stormwater runoff. They provide temporary storage for the excess water. The sediment and other pollutants settle in the pond and cleaner water enters downstream waterbodies. Biological or chemical processes that take place

within a pond can also improve water quality.

The National Urban Runoff Program's research projects have determined that properly designed stormwater ponds can remove up to 90 percent of sand, grit and sediment. Additionally, many pollutants, such as phosphorus, bond to sediment remaining in the pond, improving surface water quality. Accumulated sediment is routinely excavated,

properly disposed of, or recycled. For more information, call 952-563-4867.

